Field Systems - Target Release Dates

The following projects are grouped by target release time. Understand that these are only estimated time frames and depend on many variables. Also note that most Field Systems Software is grouped together into periodic release CDs.

Winter 2000 Release:

ISS-2 – This is a "stand alone" release of the new Inspection Selection System using a new carrier inspection value algorithm based on SAFESTAT and Insufficient inspection data. ISS-2 displays all carrier information contained in the earlier ISS, but also adds carrier name lookup, SAFESTAT SEA Indicators, Insurance status, Mexican Carrier commercial zone authority, dba names, and terminal addresses. In addition ISS-2 contains separate "tabs" to allow intrastate carrier lookup by name or State #. Inspection values for intrastate carriers can also be displayed if developed and maintained by States. ISS-2 is a 32-bit application with updated look & feel. A new Carrier snapshot report can be printed from ISS-2. This release will not allow electronic data refresh but instead will depend on quarterly database replacement via CD-ROM. A later release of ISS-2 for use with ASPEN-2 will incorporate electronic data refresh.

Field Activity Report – This intranet based system allows Federal Safety Investigators to enter critical work activities (e.g. Compliance Reviews) into a database which is then instantly accessible in the form of various work activity reports grouped by investigator, Division Office, or Nationwide. Replacing an existing paper tracking system, this web application will reduce SI data entry to about 5 minutes per month and eliminate all manual totaling. The Activity Report web server will reside along side the New MCMIS server at Volpe.

CAPRI 4.1 – This new release of the Compliance Review software includes a number of enhancements including: SAFETYNET 10 & 2000 file compatibility, Screen resizing to allow drag and drop stretching of the viewable screen, new CTFR (Cargo Tank Facility) reports, new data edit checks, and removal of FHWA references.

UFA 2.1 – This new release of the Uniform Fine Assessment Software introduces a number of policy changes that affect the fine determination. Such features include: user modification of the target fine, user reduction of the per violation fines to match the target calculated fine.   Also the minimum fine limit has been removed, and a new category for "financial responsibility violations" has been added.   New software feature changes include a complete backup & restore capability, new online help, and a "heavy duty" utility to repair/rebuild UFA database tables if needed.

CaseRite-2 – Complete new version of CaseRite. This software is being rebuilt from the ground up as a robust 32-bit application. It has many new ease-of-use functions.

Blizzard-2 – This software communications router allows sending and retrieving vehicle inspections to and from SAFER as well as directly to State offices. Blizzard includes an advanced bulletin board system and automatic poller similar to those in the earlier AVALANCHE system. Blizzard is designed to work with SAFETYNET-2000, SAFETYNET-10, ASPEN-1 an ASPEN-2. Blizzard handles file conversion to allow input of ASPEN-1 inspections into SAFETYNET-2000.

FSG Technical Document Website – This specialized web site will contain technical information on existing and future FSG software development projects. It will allow FTP downloads of software & updates. Most documents will be PDF based. This site will be linked to the future Volpe Technical Support web site.

Spring 2000:

ASPEN-2 Beta – Widely available beta release of the next generation ASPEN (see ASPEN-2 description below for details).

CaseRite-2 – A tweaked version of the new CaseRite-2 is likely.   If possible it will include the ability to import ASPEN violation data.

Summer 2000:

ASPEN-2 – This is the next generation ASPEN driver/vehicle inspection system. A 32-bit application with updated look & feel, ASPEN-2 will be laptop-centric and use a robust Paradox database structure. ASPEN-2 is designed to work with SAFETYNET-2000 and ISS-2.   It will include many new features including barcode input and IP wireless connectivity.

ISS-2, version upgrade – This linked version of ISS-2 will work with ASPEN-2 to allow automatic population of ASPEN data fields. It will also include data communication links for weekly database refresh and ad hoc individual carrier queries to SAFER.

PROFILER – This stand alone software will be made available to both the motor carrier industry and the enforcement community to allow decoding of carrier profile reports into scrollable, sortable database structures. PROFILER will be particularly useful on large carrier profiles with hundreds of crash and inspection entries. Profiler will also allow auto population of driver and crash tables in CAPRI as well as the carrier performance data used in the rating calculation.

Another expected feature of Profiler will be easy connectivity with CDLIS and automation of the basic driver status check (enforcement community only).

CaseRite-2, version upgrade – This release will add new features including: NOI creation, Import of ASPEN violations, global spell checking, increased default data tables, custom charge introduction templates, PDF document creation, and ability to post cases to the CaseLink website.

Fall 2000:

Query Central – This web based query system allows easy access to summary data on carrier performance, driver status and past vehicle inspections. Essentially QC, combines PIQ, CDLIS, & ISS in a browser based system.

CAPRI (new version) – This release of CAPRI will include team reviews, SAFER data transfers, PDF CR document creation. It will be recompiled in Delphi 5 and use Paradox tables instead of dBASE tables.

On-Going Projects, release date unknown:

ASPEN Citation Module – This addition to ASPEN-2 will allow creation of a State specific citation document incorporating violation data discovered during a vehicle inspection. A future version of this system will allow creation of citations without use of ASPEN. Obviously the citation module would be highly State customizable to allow collection of State-specific information and output of State specific citation documents.

CaseLink – This web application will ultimately become the National FMCSA document web site for accessing & archiving Enforcement Case Reports, Compliance Reviews, Crash Summaries, Case Report evidence, and other carrier level documents. This first iteration will focus on storage and retrieval of Enforcement cases in the form of PDF files. CaseLink will include email notification of new postings, index searches and links to other safety data servers. CaseLink may also provide an easy access "groupware" web portal for document posting and collaboration by ad hoc groups within FMCSA.

Image Capture – This client software would assist the collection, organization, indexing, and transfer of electronic images (both scanned and photographed). Image Capture would link with CaseLink to allow transferring & storing these documents to the central server for general access. Image capture may be based on commercial software such as Visioneer's PaperPort.

Wireless Communications for the Border – Rollout of wireless data communication capability for Federal inspectors on the US-Mexican border.

Voice Recognition (VR) Versions of ASPEN & ISS – These applications will be modified to use "state of the art" VR technology for hands free entry of ISS queries and input of ASPEN violation data. Previous FSG research has demonstrated these concepts, but VR technology was not robust enough to warrant widespread use. This project updates that effort to reflect improving VR capabilities.

ASPEN Lite – A long term goal for vehicle/driver inspection systems is to develop software capable of operation on a Personal Digital Assistant (PDA) device which can be carried around during the inspection process. Successful deployment of such a system will require: (1) robust & ubiquitous wireless communications, (2) advanced voice recognition, (3) advanced handwriting recognition, (4) practical & low cost PDA devices and (5) software intelligence, and (6) easy access to sophisticated motor carrier safety information query systems. Today's technology is not adequate for the task, but developments are coming fast. FSG will continue to monitor the technology and refine existing systems toward this long term goal.

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